

In the claims:

Amend the following claims:

FI

1. (Currently amended) A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a first one of the shafts (18, 20, 24) is connected exclusively with a first one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), a second one of the shafts (18, 20, 24) is connected exclusively with a second one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a third one of the shafts (18, 20, 24) is connected exclusively with a third one of the engine

(12), the at least one supplementary motor (13), and the auxiliary system (22).

2. (Original) The drive arrangement of claim 1, characterized in that the supplementary motor (13) is a second internal combustion engine.

Claims 3-5 cancelled.

F1
6. (Previously amended) The drive arrangement of claim 19, characterized in that the control unit (30) includes a sensor (26), which measures the rpm (50) of the output shaft.

7. (Original claim) The drive arrangement of claim 1, characterized in that a sun wheel (34) of the planetary gear (32) is connected in a manner fixed against rotation to the input shaft (20) of the supplementary motor (14), and a carrier (36) for at least one planet wheel (38) is connected to the input shaft (18) of the engine (12).

8. (Original claim) The drive arrangement of claim 1, characterized in that the auxiliary system (22) is a climate control compressor (70).

9. (Original claim) The drive arrangement of claim 8, characterized in that a spur gear stage and/or a reversible step-up gear precedes the climate control compressor (70).

Claim 10 cancelled.

Fl 11. (Original claim) The drive arrangement of claim 1, characterized in that a relatively small electric machine (14) is used, which at a moderate power requirement makes a wide governing range possible.

12. (Previously amended) The drive arrangement of claim 1, characterized in that the planetary gear (32), the electric machine (E1), and the output shaft (24) are components of a vehicle transmission (74).

13. (Currently amended) A method for operating a drive arrangement for at least one auxillary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/generator of the engine and a gear, characterized in that

a) the gear (16) is a planetary gear (32) operatively connected with at least two input shafts (18, 20) and at least one output shaft (24), and a torque is transmitted from the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine via a respective one of the input shafts (18, 20), to the output shaft (24) and subsequently to the auxiliary system (22) which is a climate control compressor (70); and

fl b) a control unit (30) is assigned to the drive arrangement (10) and detects an rpm (50) of the output shaft (24) and governs the supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine as a function of the rpm (50), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a first one of the shafts (18, 20, 24) is connected exclusively with a first one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), a second one of the shafts (18, 20, 24) is connected exclusively with a second one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a third one of the shafts (18, 20, 24) is connected exclusively with a third one of the engine

(12), the at least one supplementary motor (13), and the auxiliary system (22).

14. (Original claim) The method of claim 13, characterized in that a set-point value or a set-point range for the rpm (50) of the output shaft (24) is specified to the control unit (30).

15. (Previously amended) The method of claim 14, characterized in that said supplementary motor (13) is an electric machine (14), which can also be operated as a generator or electric brake, and if the result of the torque transmitted by the engine (12) is an rpm (50) that is above the set-point value or set-point range for the rpm (50) of the output shaft (24), the electric machine (14) is operated as a generator.

16. (Original) The method of claim 13, characterized in that the torque of the supplementary motor (13) is increased if a power requirement to the engine (12) is made as a consequence of a starting or acceleration event of the motor vehicle.

17. (Original) The method of claim 13, characterized in that the auxiliary system (22) is a climate control compressor (70), and the

supplementary motor (13) is a first electric machine (E1) of a vehicle transmission (74), and as a function of a driving situation and an operating state of the engine (12), the following operating modes can be achieved:

- if the vehicle is in motion and the engine (12) is in operation, the drive of the climate control compressor (70) is effected mechanically;

Fl - if the vehicle is in motion and the engine (12) is off (for example during braking or when centrifugal energy is being utilized), the drive of the climate control compressor (70) is effected mechanically;

- if the vehicle is stopped and the engine (12) is turned off, the drive of the climate control compressor (70) is effected via the first electric machine (E1), idling having first been selected by a gear controller 72; and

- if the vehicle is stopped and the engine (12) is in operation, the drive of the climate control compressor (70) is effected mechanically and electrically, idling having previously been selected by the transmission converter (72).

18. (Currently amended) A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine,

fl
at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a first one of the shafts (18, 20, 24) is connected exclusively with a first one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), a second one of the shafts (18, 20, 24) is connected exclusively with a second one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a third one of the shafts (18, 20, 24) is connected exclusively with a third one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), wherein the electrical machine is connected to a sun wheel shaft, the engine is connected to a planet wheel carrier shaft, and the climate control compressor is connected to a ring gear shaft.

19. (Previously added) A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), wherein the supplementary motor (13) is a second internal combustion engine, and wherein a control unit (30) is assigned a drive arrangement (10) and detects an rpm (50) of the output shaft (24) and governs the at least one supplementary motor (13) as a function of the rpm (50).
